

Ship Name: **CHIOS VICTORY**

Flag: **Greece**

IMO Number: **9680243**

Date of Action: **08/25/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**

Recognized Org: **DNV GL MARITIME**

Recognized Security
Organization

Recognized Org (RO) **Not Class**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

**Chios Ocean Special Maritime Enterprise
Harbor Shipping & Trading S.A.**

Charterers

Pacific Basin Chartering

Deficiencies: Code - Category

2025 - Abandon ship drills

Description

In the case of a lifeboat arranged for free-fall launching, at least once every three months during an abandon ship drill the crew shall board the lifeboat, properly secure themselves in their seats and commence launch procedures up to but not including the actual release of the lifeboat (i.e., the release hook shall not be released). As far as is reasonable and practicable, rescue boats other than lifeboats which are also rescue boats, shall be launched each month with their assigned crew aboard and manoeuvred in the water. In all cases this requirement shall be complied with at least once every 3 months. While Reviewing the ship's "Lifeboat and Rescue Boat Lowering at Sea Level" records, PSCO observed the that records for multiple drills had identical photos showing the lifeboat and rescue boat lowered to the sea level (some drill records had duplicate photos with the date/time stamps cropped off). Several crew members mentioned to the PSCO that they never observed the boats being lowered into the water during those drills.

2540 - Emergency preparedness

The company and the ship shall comply with the requirements of the International Safety Management Code shall be treated as mandatory. The Company should establish programs for drills and exercises to prepare for emergency actions. The PSCO found objective evidence indicating that several crew members onboard didn't participate in abandoned ship and fire drills and such fire drills were repeatedly conducted in the galley without consideration to regular practice in various emergency situations. PSCO recommends an external ISM audit.

0750 - Fire prevention

Oil fuel pipes, which, if damaged, would allow oil to escape from a storage, settling or daily service tank having a capacity of 500 liters and above situated above the double bottom, shall be fitted with a cock or valve directly on the tank capable of being closed from a safe position outside the space concerned in the event of a fire occurring in the space in which such tanks are situated. PSCO observed two quick-closing fuel supply valves on the high-sulfur fuel oil service tanks were disconnected, rendering the valves inoperable in the event of an emergency. Crew was unable to provide evident showing that the valves were in service while at

Ship Name: **CLIPPER BELLE**

Flag: **Panama**

IMO Number: **9615119**

Date of Action: **08/16/2016**

Action Taken: **Detention**

Port: **Houston, Texas**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

Recognized Org (RO) **Not Class**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Toritec Company, Ltd.

Watanare Print Co., Ltd & WPSD S.A.

Charterers

Clipper Steel Services, LTD

Deficiencies: Code - Category

**0630 - Launch arrangements for
survival craft**

0620 - Inflatable liferafts

Description

Before the ship leaves port and at all times during the voyage all life-saving appliances shall be in working order and ready for immediate use. Port side lifeboat is unable to be lowered to the embarkation deck due to unidentified failure or seizure of the davit launching system.

Each liferaft or group of liferafts shall be stowed with a float free arrangement complying with the requirements of paragraph 4.1.6 of the LSA Code so that each floats free and, if inflatable, inflates automatically when the ship sinks. Painter line was improperly attached to the hydrostatic release mechanism causing an improper float free arrangement on the port and starboard liferafts.

Ship Name: ELPIDA GR	Ship Type: Bulk Carrier
Flag: Malta	Recognized Org: Nippon Kaiji Kyokai
IMO Number: 9254630	Recognized Security Organization
Date of Action: 08/10/2016	Recognized Org (RO) Not Class
Action Taken: Detention	Related:
Port: New Orleans, Louisiana	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> Oceanseas Navigator Ltd Windforce Maritime Enterprises Inc.
	<u>Charterers</u> Daewoo Logistic Corp
Deficiencies: <u>Code - Category</u> 0750 - Fire prevention	<u>Description</u> Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO observed that the quick closing valve for the FO settling tank was blocked in the open position with a wood block. As a result the valve is not capable of being remotely closed from outside of the space in the event of a fire.

Ship Name: EPSON TRADER	Ship Type: Bulk Carrier
Flag: Philippines	Recognized Org: Bureau Veritas
IMO Number: 9344069	Recognized Security Organization
Date of Action: 08/30/2016	Recognized Org (RO) Not Class
Action Taken: Detention	Related:
Port: New Orleans, Louisiana	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> St. Vincent Shipping Inc. Victoria Ship Management, Inc.
	<u>Charterers</u> Cargill International SA
Deficiencies: <u>Code - Category</u> 0750 - Fire prevention	<u>Description</u> Fire-fighting systems and appliances shall be kept in good working order and readily available for immediate use. PSCO discovered that the HFO service tank remote shut off valve was blocked open with a piece of wood.

Ship Name: **FIESTA MAIL**

Flag: **Vanuatu**

IMO Number: **9266724**

Date of Action: **08/25/2016**

Action Taken: **Detention**

Port: **Miami, Florida**

Ship Type: **Ro-Ro-Cargo Ship**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization

Recognized Org (RO) **Not Class**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
FastMail Company Ltd
Mailboat Company Ltd.

Deficiencies: Code - Category
**2515 - Company responsibility and
authority**

**0135 - Minimum safe manning
certificate**

Description
**The company should ensure that each ship is manned
with qualified, certificated and medically fit seafarers.
Ship's SMS required manning agent to ensure company
is supplied with properly certificate mariners; however
the master, chief officer, navigation officer, chief
engineer, and second engineer could not provide proof
of application for endorsement or valid endorsement.**

**All ships shall be sufficiently and efficiently manned.
Documentary proof shall be readily available that
application for an endorsement has been submitted to
the Administration. The master, chief officer,
navigation officer, chief engineer, and second engineer
could not provided proof of application for
endorsement or valid endorsement.**

Ship Name: **INTERLINK AFFINITY**

Flag: **Marshall Islands**

IMO Number: **9754082**

Date of Action: **08/10/2016**

Action Taken: **Detention**

Port: **San Juan, Puerto Rico**

Ship Type: **General Dry Cargo Ship**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization

Recognized Org (RO) **Not Class**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

Bernhard Schulte ShipManagement (HK)

Affinity Maritime LLC

Charterers

China Pacific Maritime Inc.

Deficiencies: Code - Category

2020 - Fire drills

Description

A ship when in a port of another Contracting Government is subject to control by officers duly authorized by such Government when there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the safety of ships. The crew was given two opportunities to demonstrate a satisfactory fire drill. The crew failed to properly demonstrate their ability to fight a shipboard fire during both drills due to confusion of junior crewmembers and unsafe

2015 - Communication

The company, or the master, as appropriate, shall determine the appropriate working language. Each seafarer shall be required to understand and, where appropriate, give orders and instructions and report back in that language. The working language of the crew is English, as established in the official deck log book. It was noted through observation by the PSCO during the exam that the majority of the crew converses only in Chinese and does not understand English.

2055 - Manuals instructions etc

The training manual, which may comprise several volumes, shall contain instructions and information, in easily understood terms. Training manual is not written in a language easily understood by the crew.

Ship Name: **IVS SHIKRA**

Flag: **Panama**

IMO Number: **9370329**

Date of Action: **08/05/2016**

Action Taken: **Detention**

Port: **New Orleans, Louisiana**

Ship Type: **Bulk Carrier**

Recognized Org: **Nippon Kaiji Kyokai**

Recognized Security
Organization

Recognized Org (RO) **Not Class**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers
Helmstar Shipping S.A.
Hakuyo Kisen Co., Ltd.

Charterers
Island View Shipping

Deficiencies: Code - Category
0610 - Lifeboats

Description
Before the ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. PSCO observed that the crew could not successfully lower the port side lifeboat to the embarkation deck due to the material condition of the launching apparatus.

Ship Name: **KING DORIAN**

Flag: **Marshall Islands**

IMO Number: **9374844**

Date of Action: **08/24/2016**

Action Taken: **Detention**

Port: **Los Angeles, California**

Ship Type: **Chemical Tankship**

Recognized Org: **American Bureau of Shipping**

Recognized Security
Organization

Recognized Org (RO) **Not Class**
Related:

Organization Related
to Detention:

Ship Management: Owners, Operators, or Managers

OSM Ship Management GmbH

Mt. "King Dorian" Tankschiffahrts GmbH & Co.

Charterers

King Dorian Shipping Company Limited

Deficiencies: Code - Category

**2550 - Maintenance of ship and
equipment**

Description

The safety management system shall be maintained in accordance with the provisions of the International Safety Management Code, Maintenance of the Ship and Equipment. Inspector discovered the following items not maintained in accordance with the safety management system:

1. Two cargo tanks were found leaking vapors and cargo product on the deck at Port TCM #1, and Starboard TCM #5, attachment points.

2. The Deck Water Seal is unable to retain water due to hole and soft patches.

3. While the Inert Gas System (IGS) was operating, inert gas leaked in the Inert Gas Generator (IGG) room.

4. The Uptake Valve on the #1 Boiler does not operate properly. Eighty percent of the sprinkler system heads in the IGC room are obstructed.

5. Leaks and soft patches on the eh IG Scrubber Tower.

6. Outer rubber coating of the Expansion Bellows on the #2 blower worn down to inner core.

Ship Name: MORNING MERCATOR	Ship Type: Ro-Ro-Cargo Ship
Flag: Norway	Recognized Org: DNV GL MARITIME
IMO Number: 8608078	Recognized Security Organization
Date of Action: 08/26/2016	Recognized Org (RO) Not Class
Action Taken: Detention	Related:
Port: Jacksonville, Florida	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> Hoegh Wallen Shipmanagement Pte Ltd Hoegh Autoliners Shipping AS <u>Charterers</u> Glovis Co., Ltd.
Deficiencies: <u>Code - Category</u> 0720 - Fire fighting equipment	<u>Description</u> If a carbon dioxide system is fitted in a Ro-Ro cargo space then the quantity of gas available shall at least be sufficient to give a minimum of free gas equal to 45% of the gross volume of the largest cargo space. The CO2 system must be at 99.9% capacity to protect the ship's largest cargo space, which requires a minimum of 38008 kgs. PSCO's discovered that the vessels low pressure CO2 system is currently filled to 74% making it capable of only supplying 28125.8 kgs to the vessel's largest cargo space.

Ship Name: NORD BOSPORUS	Ship Type: Bulk Carrier
Flag: Panama	Recognized Org: Nippon Kaiji Kyokai
IMO Number: 9760110	Recognized Security Organization
Date of Action: 08/24/2016	Recognized Org (RO) Not Class
Action Taken: Detention	Related:
Port: New Orleans, Louisiana	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> Tradewind Navigation S.A. Kobe Shipmanagement Company Ltd. <u>Charterers</u> Clipper Bulk Shipping NV
Deficiencies: <u>Code - Category</u> 2550 - Maintenance of ship and equipment	<u>Description</u> The safety management system shall be maintained in accordance with the provisions of the International Safety Management Code. The Company should establish procedures to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations and with any additional requirements which may be established by the Company. The PSCO found objective evidence that the crew failed to follow proper shipboard procedures related to the installation and maintenance of primary lifesaving equipment. PSCO discovered that both life rafts were improperly installed and maintained and that the crew was unfamiliar with proper procedures for installation and maintenance.

Ship Name: SELIN M	Ship Type: Bulk Carrier
Flag: Malta	Recognized Org: Nippon Kaiji Kyokai
IMO Number: 9178551	Recognized Security Organization
Date of Action: 08/31/2016	Recognized Org (RO) Not Class
Action Taken: Detention	Related:
Port: San Francisco, California	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> Iskenderun Gemi Isletmeciligit Ltd Sti Black Funnel Shipping Ltd
	<u>Charterers</u> Med Brokerage Management Corp.
Deficiencies: <u>Code - Category</u> 0610 - Lifeboats	<u>Description</u> Before a ship leaves port and at all times during the voyage, all life-saving appliances shall be in working order and ready for immediate use. Life boat/rescue boat on starboard side failed to start during test, fire started in engine well during test. Oily water in bilge and oil soaked lagging found once engine secured. Crew seat belts were restricted with tape preventing crew from safe use. Aft hatch lower latch was broken and hatch was unable to seal. Top hatch had pin hole between latches. Starboard Lifeboat/rescue boat engine started after four (04) attempts. Retrieval limit switch failed to engage while exercising the boat davit.

Ship Name: WARREN'S PRIDE	Ship Type: Ro-Ro-Cargo Ship
Flag: Panama	Recognized Org: National Shipping Adjusters
IMO Number: 8009973	Recognized Security Organization
Date of Action: 08/19/2016	Recognized Org (RO) Not Class
Action Taken: Detention	Related:
Port: San Juan, Puerto Rico	Organization Related to Detention:
	Ship Management: <u>Owners, Operators, or Managers</u> G & W Transport Limited Caribbean Transport LTD.
Deficiencies: <u>Code - Category</u> 1220 - Freeboard marks	<u>Description</u> The ring, lines, and letters shall be permanently marked on the sides of the ship. The load line marking is not permanently affixed and the deck line is neither painted nor permanently affixed.